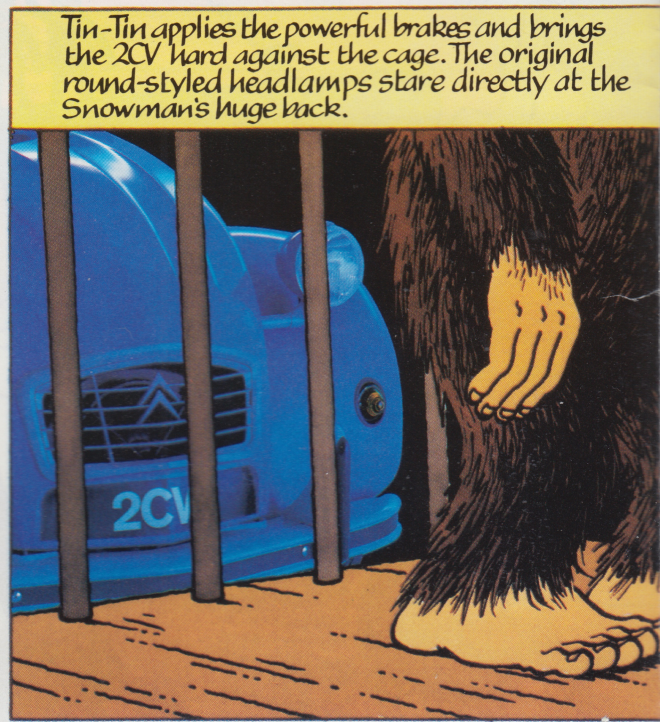
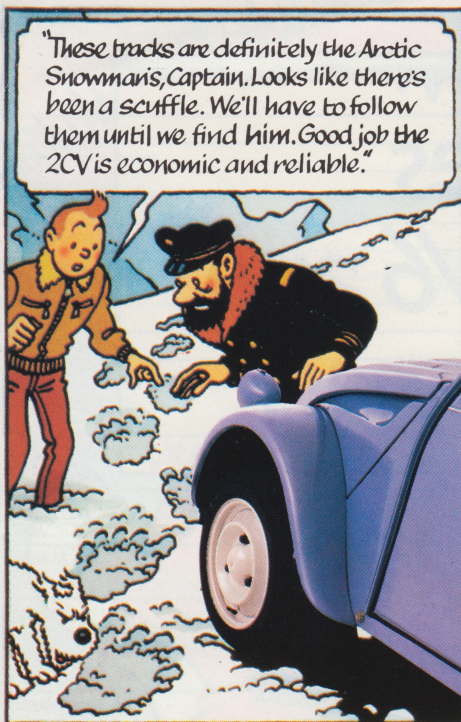


# *The adventures of the Citroën 2CV6 and The Arctic Snowman.*







# On a cold morning the

Easy starting on the chilliest, dampest days is just one benefit. But reliability is not the only virtue of the 2CV. Others are practicality, toughness, comfort and all-round running economy. For such a fun car the 2CV is certainly very serious. Which is why it's become a classic since coming onto the scene nearly 40 years ago.

Never a follower of fashion, the 2CV has continued to defy convention and time, so it's just as right today as it

was when it first appeared.

You'll soon see why when you take a closer look at this highly individual small car that packs in more than its fair share of space, comfort and road-hugging front wheel driveability.

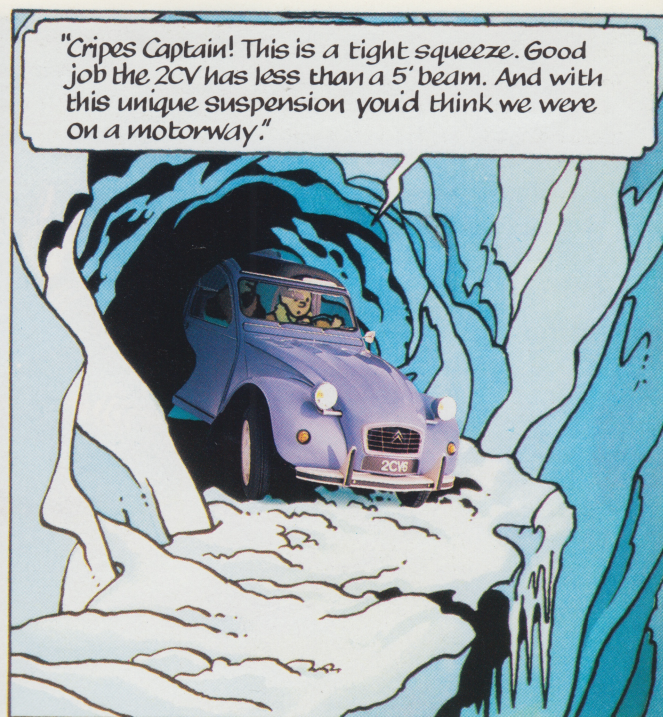
## Taking the rough with the smooth

You'll be astonished at how smooth a ride you get in a 2CV. The suspension soaks up bumps or holes in the most rugged roads. This is because the system

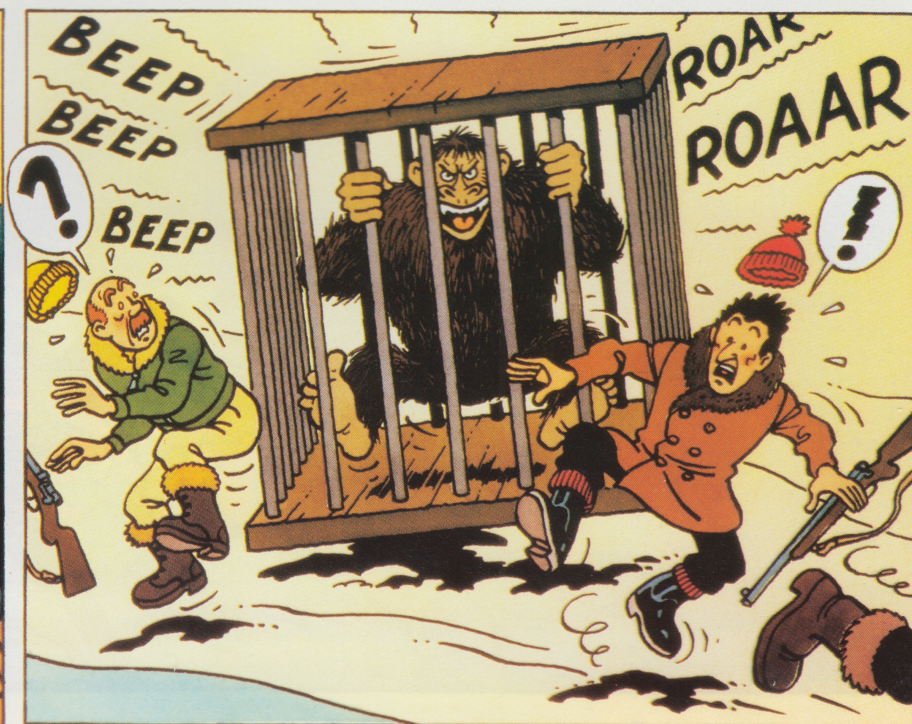
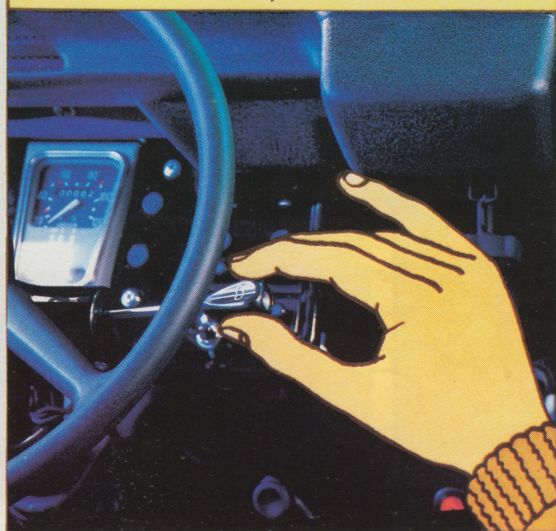
has a cylinder on each side that connects front and rear wheels. In action, they convert any pitching movement to a more comfortable vertical motion. The 'dive' effect of braking hard is also minimised.

But the suspension is about more than comfort. Combined with the engine being set well forward, it gives the 2CV a correspondingly low centre of gravity, better weight distribution and improved stability. Handling is superior,





Tin-Tin reaches for the stalk control and hits the light switch. The weird Northern lights combined with the 2CV's powerful headlights illuminating the Snowman, send the fur-trappers dashing in all directions in blind panic.



# 2CV6 starts first time.

due to the front wheel drive. The 2CV is virtually impossible to overturn. While it appears to be leaning dramatically on bends, passengers remain firmly – and safely – in their seats.

As a result of this, the wheels grip tight on any surface in all conditions. Those unfashionably narrow, tall tyres reduce the rolling resistance, save fuel and take the 2CV confidently through rain or snow.

The tyres incidentally have a long

life – those at the rear may last for up to 40,000 miles.

All helping to make sure that you can take the 2CV out for a spin without getting into one.

## Basically it's better

The 2CV is built to last, but driving is certainly no endurance test. Although the engine is deliberately kept as basic as possible, this isn't at the cost of efficiency.

The 29hp, 602cc flat-twin, air cooled engine can be driven flat out all day. On long journeys you can cruise in comfort for hour after hour with no problem. This is helped by the motion in one cylinder being balanced by the other, so that engine performance is smooth with reduced vibration.

And while you can still get a very respectable 71mph, it still turns in the kind of fuel economy figures that have become part of the attraction of this car.





# Air cooled so there's n

The 2CV air cooled engine has no water to freeze or boil over and fewer moving parts, so there's much less to go wrong. The engine has no belt-drive to the fan nor shaft for the oil pump. Instead, the fan is driven directly from the crankshaft, the oil pump by the camshaft. There is no distributor, no radiator, no water pump, no hoses.

## The Safety Factor

Giving all the stopping power you need is a system that has front disc

brakes mounted inboard, an unusual feature that reduces unsprung weight and improves roadholding. Simple to maintain, the positioning of the brakes allows easy and fast access – without having to remove the front wheels.

The 2CV proves that a light car can be safer than a heavy one, where rigidity and bulk – far from protecting passengers – may transfer the shock of the impact to them.

On the 2CV the body is lighter and more flexible. A sturdy platform chassis

helps decelerate the car by absorbing energy. Also, door locks remain burst-proof in the event of a collision. All-round safety and protection are built into the 2CV because without it, a car's no fun.

## For a small car it's pretty big.

The 2CV has four doors and a fifth at the rear if you count the enlarged boot opening that's available as an option. There's ample headroom and space for four to sit comfortably, with



Because of the 2CV's front wheel drive, in bad conditions it has better grip than a rear wheel driven car. The well aimed wheelbrace (which also doubles as a starting handle if needed) scores a bull's eye and the 602cc engine takes the hill to freedom with ease.



## o need for anti-freeze.

78cu.ft for luggage behind them.

Remove the back seat and there's almost four times that amount. Access is easy. Easier still on models that have the enlarged boot opening. The floor in the passenger compartment is completely flat, thanks to the suspension layout, front wheel drive and the gear change being mounted under the dashboard. So there's room to spare, rather than to waste.

### Simple but never spartan

Although simplicity is the key to

the 2CV's success, it's not at the cost of comfort. Seating is very comfortable, in fact on the Charleston the cloth padded seats live up to the plush exterior. As do the extra touches such as moulded interior door handles, interior courtesy lighting, passenger vanity mirror and the rear parcel carrier.

### Convertible – and we don't just mean the roof

The 2CV makes the summer longer because you can take advantage of

the weather. The PVC roof opens much wider than the steel or glass variety.

Just undo two clips from inside the car and you can swing open the front of the roof. Roll it all the way back and real wind-in-the-hair motoring is yours.

The 2CV's seats are "convertible" too. Into picnic chairs! Because by simply turning four levers they're all fully removeable. That's the two front seats and the rear seat too. They can be taken out in seconds and used outside the car. Quite a bonus on a sunny day.



### Easy to care for

The 2CV has been designed for trouble-free maintenance. This applies to the body as well as the mechanics of the car. Again, simplicity plays its part. Damaged wing panels can easily be removed by using a screwdriver, spanner and the wheelbrace – which doubles as a starting handle. (Yes, that's right – the 2CV can still be started by hand).

To replace the doors you need a spanner, whilst a screwdriver as well as the spanner are required should the roof ever want replacing.

But to fit a bonnet and boot lid all that's needed is your own pair of hands. Think of how much this kind of car care can save you in terms of time, money and trouble.

### The character car that goes on and on

If you like something different from the run-of-the-mill car designs you'll enjoy the 2CV. This tough, safe, comfortable and dependable little model has been made to adapt and survive. To bring fun to motoring. At a very popular price too. Something it's managed to do very well indeed for almost 40 years.

So whichever 2CV you choose, you can be sure you're getting a car that's instantly recognisable. That stands out in the crowd. That's everything – except boring. But then, isn't that what character is all about?

### 2CV6 Special

This highly successful 2CV has deliberately been kept as simple and cheap as possible, however it does offer a surprising amount of comfort.

There's room for four adults with 7.8cu.ft of luggage space. The new plaid cloth covered separate front and rear seats can be removed to give almost four times that load capacity if required.

Instrumentation is simplicity itself and the controls are all at hand.

Enjoy open-air driving? Then you'll like the colour co-ordinated roof cover that folds easily and quickly from inside the car.

The efficient 2 cylinder 602cc air-cooled engine pushes the Special to 71mph, and it also does very well in terms of fuel economy.

A lively car deserves a lively finish, so the Special is available in four colours – red, white, blue and yellow. All guaranteed to brighten up any road.

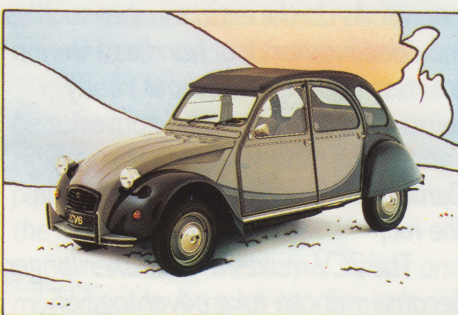
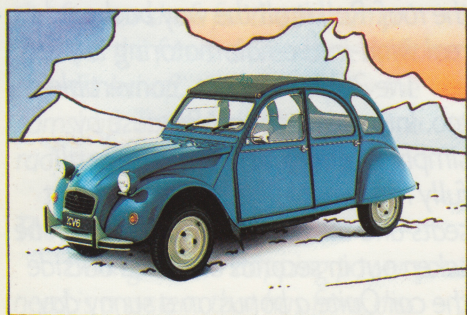
### 2CV6 Charleston

There's more than a little of the Twenties about the Charleston's exotic colour schemes. It's available in dark red and black or two tone grey. To complement the stylish bodywork you'll find that the round headlamps are chrome plated and the hub caps are stainless steel.

There's more too. Like luxuriously padded seats (two in front, a bench in the back) and an updated console with all the instrumentation you need.

This certainly is a smart 2CV. Interior door handles are moulded, and as standard there's a courtesy light, vanity mirror, front ashtray and twin sun visors.

In terms of engine and mechanical specifications, the Charleston is identical to the 2CV6 Special. In fact it's true to say that it's got the same kind of personality. But even more so.



As the Arctic Snowman rescue party in the 2CV close at hand and experience time in his life!





pulls away from his  
he reaches for a control  
ences heat for the first

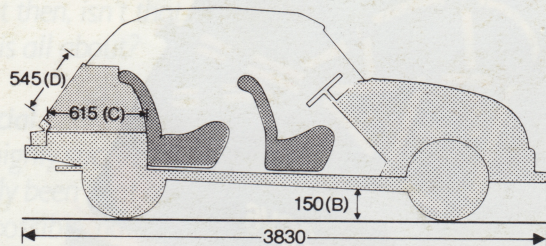




## TECHNICAL SPECIFICATION

	2CV6 SPECIAL/ 2CV6 CHARLESTON
<b>Engine</b>	
Number of cylinders	2
Cubic capacity	602 cc
Bore and stroke	74 mm x 70 mm
Compression ratio	8.5:1
Horsepower	29 hp (DIN) @ 5750 rpm
Torque	29 ft/lbs (DIN) @ 3500 rpm
Cooling system	Air
<b>Transmission</b>	
Gearbox	Manual
Number of gears	Four forward gears, synchromesh (limited on first)
mph per 1000rpm in top gear	12.6
Clutch type	Single dry disc cable operated
<b>Steering</b>	
Type	Rack and pinion
Turns to lock	3.25
Turning circle between kerbs	35 ft 1 in
<b>Brakes</b>	
	Hydraulically operated inboard discs at front. Outboard drums at rear. Parking brake acts on front wheels using separate pads.
<b>Suspension</b>	
	All independent interconnected front to rear. Hydraulic shock absorbers.
Tyres	125-15 X Michelin
<b>Electrical Equipment</b>	
Ignition type	Mechanical
Battery	12V 125/25 Ah
Alternator	390 watts
<b>Interior Capacities</b>	
Seating capacity	4 adults
Boot capacity	78 cu.ft (220 dm <sup>3</sup> )
<b>Weights</b>	
Kerb weight	1290 lbs (585 kg)
Payload/max load	760 lbs (345 kg)
<b>Official Government test fuel consumption figures</b>	
Urban cycle	41.5 mpg (6.8 L/100 km)
Constant 56 mph (90 km/h)	52.3 mpg (5.4 L/100 km)
Constant 75 mph (120 km/h)	Not tested
Fuel tank capacity	5.5 gallons (25 litres)
<b>Performance</b>	
Maximum speed	71.5 mph
Standing 400m (secs)	22.7
Standing 1000m (secs)	44.5
0-62 mph (100 km/h) (secs)	N/A
Towing weight (with brakes)	881 lbs (400 kg)

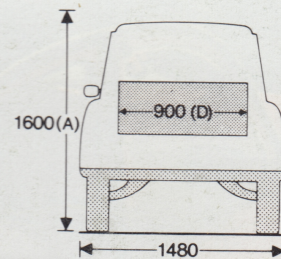
All measurements in millimetres



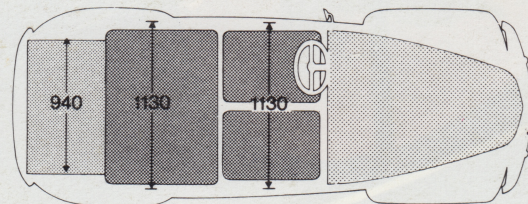
## EQUIPMENT SPECIFICATION

	2CV6 SPECIAL	2CV6 CHARLESTON
<b>Dashboard</b>		
Total mileage recorder	○	○
Low battery charge warning light	—	○
Rear fog lamp warning light	○	○
Audible indicator warning	○	○
Low engine oil pressure warning light	○	○
Low brake fluid warning light	○	○
Warning light test button	○	○
Hazard warning lights	○	○
<b>Driving safety equipment</b>		
Inertia reel front seat belts	○	○
Rear fog lamp	○	○
Day/night rear view mirror	○	○
Internally adjustable headlamps	○	○
Rear seat belts	□	□
<b>Comfort and trim</b>		
Front air vents	○	○
Removable seats	○	○
Ashtray front	—	○
Courtesy mirror beneath front sun visor	—	○
Adjustable front sun visors	one	two
Interior courtesy light	—	○
Adjustable separate front seats	○	○
Seat upholstery	cloth	cloth
Sunroof (matched to body colour)	○	○
Enlarged boot opening	△/□	△/□

○ Standard □ Accessory △ Option available on special order



- A Empty
- B Loaded
- C Floor Length
- D Door Opening



Measurements shown are for 2CV6 Special and 2CV6 Charleston without the option of the enlarged boot opening.

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NOTE: This brochure is intended to show the general appearance of the Citroën 2CV6. It depicts left hand drive vehicles whose specification may not necessarily conform to vehicles imported into the United Kingdom. However, every endeavour has been made to ensure that the information and details contained in the text of this brochure were accurate as of 1st August 1986. The company however reserves the right, while preserving the essential characteristics of the models described, to introduce at any time modifications, changes of details, equipment or accessories as may be considered necessary to improve the models described or for any other reason of a constructional or operational nature. Every effort will be made to bring the brochure up to date from time to time but in order to avoid any misunderstandings any person interested should enquire of the company or its agents as to whether there have been material alterations since the date of the issue of this brochure.